

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

THE PENSION BUILDING
441 F STREET, N.W., SUITE 312
WASHINGTON, D.C. 20001-2728

202-504-2200
202-504-2195 FAX

MEETING OF THE COMMISSION OF FINE ARTS

19 February 1998

AM 10:00 CONVENE, 441 F Street, NW, Washington, DC 20001

I. ADMINISTRATION

A. Approval of minutes:

22 January 1998

B. Date of next meeting:

19 March 1998

C. Status of lawsuit involving the Friends of Iwo Jima park and the Air Force Memorial Foundation.

II. SUBMISSIONS AND REVIEWS

A. Department of the Army, Baltimore District Corps of Engineers

CFA 19/FEB/98-1, Arlington National Cemetery. Comprehensive Master plan.

B. Department of the Air Force, 11th Wing

CFA 19/FEB/98-2, Bolling Air Force Base, Anacostia. General plan/sector plan.

C. Smithsonian Institution

CFA 19/FEB/98-3, National Air and Space Museum extension, Dulles International Airport. Final design. (Previous: CFA 24/JUL/97-2, concept.)

II. SUBMISSIONS AND REVIEWS continued, 19 February 1998

D. General Services Administration

CFA 19/FEB/98-4, E. Barrett Prettyman Federal Courthouse, 333 Constitution Avenue, NW. New Annex building and renovation of existing structure. Alternative studies.

E. The John F. Kennedy Center For The Performing Arts

CFA 19/FEB/98-5, Roof terrace safety railing and interpretive graphics. Design.

F. General Services Administration/Federal Protective Services

1. CFA 19/FEB/98-6, Exterior security camera installations for eight (8) federal buildings in the Federal Core. Proposal.
2. CFA 19/FEB/98-7, New developments in security cameras. Invited presentation: Ralph V. Ward, LTD. Information.

G. District of Columbia Department of Consumer and Regulatory Affairs

1. Old Georgetown Act

Appendix I.

2. Shipstead-Luce Act

Appendix II.

OLD GEORGETOWN SUBMISSIONS

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 98-15	3624 Prospect Street, N.W.	Alterations and
HPA. 98-46	Linda Witt and Jim Marsh	additions to
	Residence	roofscape -
		conceptual

ACTION: No objection to concept design for proposed alterations and additions to existing roofscape. Submit working drawings with permit application for review by the Commission when ready.

O.G. 98-21	1222 Wisconsin Avenue, N.W.	Alterations to
HPA. 98-62	Restoration Hardware	storefronts -
	Commercial	conceptual

ACTION: Returned without Action. Case superseded by case O.G. 98-53.

O.G. 98-25	1601 30th Street, N.W.	Window
HPA. 98-66	Lowell Smith	replacement
	Residence	- permit

ACTION: No objection to issuance of permit for proposed replacement of aluminum windows with vinyl-clad windows to match detailing, dimensions and configuration of existing window openings and details of neighboring property, as shown in supplemental information and drawings received and dated February 1998.

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APPENDIX I

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 98-27	2929 N Street, N.W.	Alterations to
HPA. 98-72	Lynch and Camalier	existing porches
	Residence	- conceptual

ACTION: No objection to concept design of proposed enclosure of two side porches with glazing similar in configuration to that of the existing windows as shown in Scheme B provided windows are located behind rather than on existing railing. Submit working drawings, including installation and window details, with permit application for review by the Commission when ready.

O.G. 98-30	3330 M Street, N.W. (Rear)	Additions, new
HPA. 98-84	East-Banc, Inc.	garage and
	Commercial	alterations
		- conceptual

ACTION: Returned without Action. Case withdrawn at the written request of applicant.

O.G. 98-31	3330 M Street, N.W. (Rear)	Addition and
HPA. 98-85	East-Banc, Inc.	alterations
	Commercial	- conceptual

ACTION: No objection to concept design for proposed alterations, including modification to existing bridge over alley, alterations of windows facing the C & O Canal, and to two-story glass block addition off alley as shown in supplemental drawings received and dated 29 January 1998. Submit details for review as concept develops prior to submitting for permit review.

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APPENDIX I

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 98-37	3410 Q Street, N.W.	Alterations to
HPA. 98-93	Mr. and Mrs. Lawrence O'Brien Residence	front and rear - conceptual

ACTION: No objection to concept design for alterations to rear as shown in Option B of the supplemental drawings received and dated 22 January 1998, which indicate window glazing similar in size to that of existing openings. NOTE: height of existing first floor window sills at the street front will be maintained. Submit working drawings with permit application for review by the Commission when ready.

O.G. 98-39	3122-24 P Street, N.W.	New garage
HPA. 98-96	Leezee Porter Residence	structure - conceptual

ACTION: Returned without Action. Case withdrawn at the written request of applicant.

O.G. 98-44	3116 O Street, N.W.	Handicapped
HPA. 98-102	Christ Church	access ramp and alterations - conceptual

ACTION: No objection to concept design for proposed handicapped access ramp and alterations, including cover over courtyard entry door to Christ Church. Submit working drawings with permit application for review by the Commission when ready.

O.G. 98-45	1251 Wisconsin Avenue, N.W.	Alterations to
HPA. 98-103	Khosrow Mizrahi Commercial	rear - conceptual

ACTION: No objection to concept design for proposed alterations to rear. Submit working drawings, including rear elevation of historic building, with permit application for review by the Commission when ready

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 98-48	1063 Wisconsin Avenue, N.W.	Alterations to
HPA. 98-120	George Christacos bogart	storefront - existing - permit

ACTION: No objection to issuance of permit for existing alterations to storefront. Submit separate permit application for existing sign for review by the Commission when ready.

O.G. 98-50	3200 M Street, N.W.	Signs -
HPA. 98-125	Banana Republic	permit

ACTION: No objection to issuance of permit for proposed wall-mounted signs composed of 12-inch high aluminum letters painted black. Working drawings conform to approved concept. See previous Action (O.G. 97-89).

O.G. 98-51	3259 M Street, N.W.	Alterations to
HPA. 98-127	Victor Properties, LLC Commercial	storefront - permit

ACTION: No objection to issuance of permit for proposed alterations to storefront. Working drawings conform to approved concept. See previous Action (O.C. 98-26).

O.G. 98-52	3056 M Street, N.W.	Alterations to
HPA. 98-128	Rachide Benkirane Clive Restaurant	storefront and to rear - conceptual

ACTION: Returned without Action. Case was withdrawn at the request of applicant.

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APPENDIX I

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 98-53	1222 Wisconsin Avenue, N.W.	Alterations to
HPA. 98-129	Restoration Hardware	storefronts -
	Commercial	- permit

ACTION: No objection to issuance of permit for proposed alterations to storefronts as shown in supplemental drawings received and dated 17 February 1998. Supplemental drawings indicate wall sign composed of 12-inch high letters on Wisconsin Avenue and signs on transoms over entry door and over Prospect Street shop windows, reading "Restoration Hardware".

O.G. 98-56	3210 R Street, N.W.	New pergola and
HPA. 98-133	Mr. and Mrs. Mark Leland	conservatory,
	Residence	and alterations to
		windows - permit

ACTION: No objection to issuance of permit for proposed rear additions of pergola and conservatory, or for modifications to window openings including those for the approved third floor addition. Working drawings conform to approved concept. See previous Action (O.G. 98-9).

SHIPSTEAD-LUCE SUBMISSIONS

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 98-3	740 15th Street, N.W.	Signs - permit
HPA. 98-3	James O. Broadhead Corp. American Bar Association	

ACTION: No objection to issuance of permit for proposed sign over window opening on H Street made of 12-inch high pin-mounted bronze-finish letters reading "American Bar Association", and for proposed sign for frieze above monumental columns composed of 24-inch high pin-mounted bronze-finish letters reading "American Bar Association Building" as shown in supplemental drawings received and dated 11 February 1998.

S.L. 98-24	2401 Calvert Street, N.W. Calvert House Associates Apartment building	Replacement windows - permit
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ACTION: No objection to issuance of permit for replacement of metal-sash windows with aluminum windows to match color of existing sash, as shown in supplemental drawings received and dated 18 February 1998.

S.L. 98-27	740 15th Street, N.W.	Satellite dish
HPA. 98-100	James O. Broadhead Corp. American Bar Association	antenna - conceptual

ACTION: Returned without Action. Case superseded by case S.L. 98-38.

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 98-37	2500 Calvert Street, N.W. Omni Shoreham Hotel	Balcony repairs - permit

ACTION: No objection to issuance of permit for proposed repair and replacement of balconies. Proposed work is repair and maintenance work. In the sixteen locations where the balconies need to be replaced, they are to be replaced-in-kind, re-using or matching existing bricks.

S.L. 98-38	740 15th Street, N.W.	Satellite dish
HPA. 98-	James O. Broadhead Corp. American Bar Association	antenna - permit

ACTION: No objection to issuance of permit for installation of 18-inch satellite dish antenna on roof.

S.L. 98-39	2500 Virginia Avenue, N.W. JBG Properties Watergate Shops	Pole-mounted signs - permit
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ACTION: No objection to issuance of permit for installation of two pole-mounted internally-illuminated signs for the "Watergate Shops" to replace existing signs.

S.L. 98-40	400 12th Street, S.W. 400 12th Street, L.L.C. New office building	Driveway and entrance pavers - permit
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ACTION: No objection to issuance of permit for proposed driveway and for installation of pavers in front of entry doors. Proposed work is on public space. See previous Action for concept approval of design for new building (S.L. 98-7). Recommend introduction of street trees along 12th Street. Submit working drawings, including sidewalk and tree space details, and material samples with permit application for new building for review by the Commission when ready.

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APPENDIX II

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 98-41	1916 F Street, N.W. The George Washington University Club	Alterations and rear addition - permit

ACTION: No objection to issuance of permit for proposed alterations to front of building, including new handicapped access ramp, planters, terrace and steps, or to rear third floor addition for stairs and elevator. Approval extends to work on public space as shown in working drawings. Working drawings conform to approved concept. See previous Action (S.L. 98-34). Proposed mechanical equipment on roof will have limited visibility from F Street.

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MEETING OF THE COMMISSION OF FINE ARTS

19 February 1998

The meeting was convened at 10:19 a.m. in the Commission of Fine Arts offices in the National Building Museum, 441 F Street, N.W., after a tour of project sites.

Members present: Hon. J. Carter Brown, Chairman
 Hon. Harry G. Robinson, III, Vice-Chairman
 Hon. Carolyn Brody
 Hon. Ann Todd Free
 Hon. Emily Malino
 Hon. Eden Rafshoon

Staff present: Mr. Charles H. Atherton, Secretary
 Mr. Jeffrey R. Carson, Assistant Secretary
 Mrs. Sue Kohler
 Mr. Jose Martínez-Canino

National Capital
Planning Commission
staff present: Mr. Tony Simon
 Ms. Nancy Witherell

I. ADMINISTRATION

A. Approval of minutes of the 22 January meeting. The minutes were approved without objection.

B. Date of next meeting, approved as:

19 March 1998

C. Status of lawsuit involving the Friends of Iwo Jima Park and the Air Force Memorial Foundation. The Secretary reported that the suit was moving ahead quickly, and the Planning Commission seemed to be the main focus of the depositions; no one from the Commission of Fine Arts was to be deposed. He commented that the Justice Department had fought the idea of any of the agencies testifying in depositions but had lost. Mr. Atherton noted that the Commission received 15-

20 letters per day from Marines objecting to siting the Air Force Memorial so close to the Iwo Jima Memorial. He said there was no anger or hostility in the letters, and he added that each one had received a reply.

The Chairman asked if there really was such a thing as Iwo Jima Park and if it had any metes and bounds. The Secretary said he did not know of any official designation or any defined boundaries. He said the major thrust of the suit now was the Commemorative Works Act and whether its requirements had been fulfilled, particularly the one that said that no new memorial should be sited so that it would encroach upon an existing memorial.

The Chairman asked the Secretary how many acres had originally been approved for the Marine Corps Memorial and was told that it was eight acres, out of a total of twenty-six comprising the so-called Iwo Jima Park. Mr. Brown commented that expanding the site to include the whole area seemed to be stretching the original agreement quite a bit.

II. SUBMISSIONS AND REVIEWS

A. Department of the Army, Baltimore District Corps of Engineers

CFA 19/FEB/98-1, Arlington National Cemetery. Comprehensive Master Plan. The Assistant Secretary noted that the members had toured the cemetery with the superintendent, Jack Metzler, prior to the meeting. He said development of the master plan had been an ongoing project in which the staff had been involved, as had the Virginia SHPO. Mr. Carson then introduced landscape architect Eliot Rhodeside of Rhodeside & Harwell.

Mr. Rhodeside said he had been working with the Cemetery, the Army Corps of Engineers and with representatives of all the regulatory agencies involved for the past 3 1/2 years. He said the last master plan, dating from 1967, had been revised in 1970 and was nearly completed; it was time now for a new plan that would deal with the fact that the cemetery in its present state would be filled by 2025; he said the task was to try to find a way to be able to expand for the next one hundred years. He said the goals of the Army and the Commission of Fine Arts seventy years ago were to develop the cemetery with simplicity and grandeur, goals that had been admirably reached. Now there was a new set of challenges:

(1) Meet operation and maintenance costs, which would continue to rise; (2) Preserve the dignity and serenity of the cemetery in face of the high volume of funerals and tourists--four million visitors annually; (3) Prepare a

blueprint for the future; (4) Comply with the recommendations of the regulatory agencies; and (5) Solve the problem that gravesites for initial interments would run out in 2025.

Mr. Rhodeside showed a diagram of existing conditions, pointing out the axes between the Lincoln Memorial and Arlington House and between the Memorial Amphitheatre and the Columbarium, and the development area, essentially completed, called Land Development 90, north of the Columbarium. He also pointed out several areas where the cemetery could expand: Section 29, including Park Service land near Fort Myer and adjacent land presently used for a warehouse and the Fort Myer picnic area; the present Navy Annex; and land near the Netherlands Carillon.

Mr. Rhodeside then discussed the goals of the master plan. He said the important axes, the wooded skyline, and the dignity of Memorial Drive would be preserved, and a new visitor entrance from Virginia Route 110, primarily vehicular, would be added to take some of the traffic off the Drive. Mr. Rhodeside said it would be a simple, low-key entrance to take cars into the existing parking garage. Circulation within the garage would become one-way, with vehicles exiting onto Memorial Drive through a reconfigured intersection. Land Development 90 would be completed, and underground utilities near Eisenhower Drive would be removed to provide more room for burials. New sections of the perimeter wall would be constructed along Route 110 with spaces for cremation burials. The axis between the Memorial Amphitheatre and the Columbarium would be reinforced and the Columbarium enlarged by construction of phases 4 and 5, each of them enlarged slightly in footprint. Pedestrian crosswalks would be improved and tourists guided through specially-marked walkways to separate them from the daily burial and ceremonial activities. In Section 29, the warehouse would be demolished for burials; there would be a small columbarium and columbarium wall in the hilly area, and in-ground burials in the flat area. An existing zone for the protection of Arlington House would remain.

The Chairman said he was very impressed with the plan and had only a few concerns. The most important was whether the new entrance would deprive visitors of the experience of the whole of Memorial Drive, since they would be shunted off to the side to enter the parking garage and then might enter the cemetery from the Tourmobile area rather than go through the Visitors Center and exit onto the Drive. Mr. Rhodeside said that comment had been made by the other regulatory agencies, and in response a clear route had been established that would bring people up onto Memorial Drive. He showed the proposed route on a plan.

Several other smaller issues concerned the Chairman as well as the other members. The first was the blocking of the axis between the Memorial Amphitheatre and the Columbarium by trees in the area, especially one tall evergreen tree. Mr. Rhodeside said many of the trees were old and would be removed as they died and a new, more open landscaping plan would replace them. The Chairman thought it would be preferable to do something in the more immediate future, and he thought some of the trees could be transplanted. Mrs. Free suggested that, in the meantime, the evergreen could be topped.

Secondly, it was noted that the mortar used for the new wall at the McClellan Gate, whose restoration had been approved by the Commission, was a stark white and offered too much contrast to the red sandstone; the recommendation was that a coloring agent be added to tone it down, and that for any new sections of perimeter wall a tinted mortar be used. Thirdly, Mr. Brown commented on the shiny ductwork blocking one of the visual slots between the four pavilions of the new maintenance facility; he asked if it could be relocated to a less conspicuous location or, if that was not possible, if it could be greyed-down or screened in some way.

Mrs. Rafshoon asked what kind of planting would be used along the new perimeter walls and was told that it would be primarily grass, with a few trees, and with heavier planting where screening was necessary. Ms. Malino had noticed several installations of chain link fencing in the cemetery and asked if any would remain. Mr. Rhodeside said it would all be removed.

There were no further questions and the master plan was unanimously approved, with the reservations previously noted.
Exhibit A

B. Department of the Air Force, 11th Wing

CFA 9/FEB/98-2, Bolling Air Force Base, Anacostia.
General plan/sector plan. Staff member José Martínez introduced Ronnie McGhee from Bolling Air Force Base to make the presentation. Mr. McGhee defined the term "general plan" by saying that it was a capstone to the 1990-91 master plan and was made up of several specific plans, including transportation, land use, housing, cultural resources management, constraints and opportunities, and capital improvements plans. Mr. McGhee said the Commission would be especially interested in the latter, and he noted that there were also plans for historic districts and other specific areas such as the Honor Guard complex, community center, and Defense Intelligence area. He then discussed the "vision" elements, or goals, of the general plan, which included giving more attention to the historic legacy of the base, upgrading

system facilities and infrastructure, providing better pedestrian access from residential to commercial areas and from residential areas to the waterfront, development of north-south boulevards to alleviate traffic problems, and placing more emphasis on the waterfront. He showed site plans, pointing out proposed housing, shopping, and park areas. The Chairman was concerned about several very large parking lots and thought trees should be planted within them. Mr. McGhee said those were for the Defense Intelligence Agency, and when current plans for expansion of that facility were developed, there would also be a new parking garage. Better connection to Metro was also being planned. The amount of parking in other parts of the base would also be reduced because of a consolidation of shopping facilities in areas easily reached on foot from housing developments.

The Chairman asked what the plans for the waterfront were, and Mr. McGhee said it would have increased use and emphasis. The existing street would be moved back from the flood plain and a recreation area placed along the water; most new housing would be sited in this area. Mr. Brown asked if trees were to be planted along the water's edge; Mr. McGhee said that at present, plans called for placing the trees farther back. There was more discussion of the waterfront plans, with the Chairman stressing the importance of the proper landscaping of this very visible and desirable area.

The Secretary thought the Commission should tour Bolling and then comment on details of the plan, since most of the members were not familiar with the base; it was agreed that would be a good idea, and Mr. McGhee was told that the staff would be in contact with him to arrange a tour. The general plan was then unanimously approved, with the recommendations and comments made. Exhibit B

C. Smithsonian Institution

CFA 19/FEB/98-3, National Air and Space Museum extension, Dulles International Airport. Final design. (Previous: CFA 24/JUL/97-2, concept.) Mr. Martínez reviewed the approval of the concept design and the request to see lighting and landscape plans and material samples. He introduced Harry Rombach from the Smithsonian. Mr. Rombach said he was very excited about the design and about the prospect of adding 70,000 badly-needed square feet to the museum. He said they had had comments from several branches of the Smithsonian and community groups, and from various federal, state, and local entities. He commended the work of the architects, Hellmuth, Obata & Kassabaum, and said site work would begin in September and construction in early 1999, with the opening expected in late 2001. Mr. Rombach then

introduced Don Lopez, deputy director of the Air and Space Museum.

Mr. Lopez said the museum had been working closely with the architects since the concept approval to refine the design of the facility, which would house much of the national collection of aviation and space artifacts. He said last year was a record-breaking one as far as attendance at the Mall museum was concerned, which confirmed his belief that there was a strong market for a second facility that would not only serve the collection but would also educate, inform, and entertain the public. He said the staff had asked a lot of the architects--they needed a building that would house and protect very large artifacts, such as the Space Shuttle Enterprise; they had to accommodate revenue-generating facilities to pay for the operation, and they had to conform to the requirements of the Metropolitan Washington Airport Authority. They also needed a design that would keep costs down. Mr. Lopez said the new facility was the museum director's highest priority, and it had received the support of the secretary of the Smithsonian and the Board of Regents. Mr. Lopez then turned the presentation over to architect Bill Hellmuth.

Mr. Hellmuth said the design had not changed, but there had been a further development of the link between the entrance and the hangar space. As the visitors entered and walked through the link, they would see the great hangar exhibit area, placed at right angles to the link, and look directly down into the cockpit of one of the airplanes. Ahead, on axis with the link, would be a smaller hangar housing the space capsule.

Mr. Hellmuth then talked about the entrance, pointing it out on a model and noting that it was elevated about 15 feet, much like the departure level at an airport; the majority of the parking was at ground level, like the arrival area. He said this carried out the theme of the entire design, which was to reflect the airport experience. Mr. Hellmuth said most of the visitors arriving at the elevated level would be coming by tour bus, that this was really a drop-off area. Those arriving by private car would use the parking lot. A canopy on a space frame would offer weather protection for arriving visitors.

Suzette Goldstein was introduced to discuss the site design and landscaping. She, too, stressed the importance of the airport experience, and specifically the Dulles experience; although the museum was four miles from the terminal, she said the connection was still strong. She noted on a plan that the museum was located at Route 28 and U.S. 50, on airport property, and she said a partial interchange would

be built to access the facility. She traced the widely-curved entrance road which would ultimately split, going either to the elevated drop-off point or to the parking lot, and compared it to the similarly-curved entrance road to Dulles, which enclosed wide-open, almost rural spaces, and was then intentionally tightened up and narrowed down to frame a view of the building. She said they would use landscaping in the same way as it was used at Dulles: simple, natural plantings in the distant approaches changing to a more formal pattern around the building, where the view needed to be concentrated and framed. Dense groupings of white pine or, on the building side, more translucent stands of red cedar would be planted. Mowed grass would be used near the building where there would be temporary displays, and wide swaths of ornamental grasses would emphasize the curved form of the building and recall rural airfields of the past.

In the car and bus parking lots, Kousa dogwood trees planted in rows would break up the mass into segments more manageable on a human scale; again, this would be similar to what was done at Dulles. Honey locusts would give added shade, and Chinese elms would line the pedestrian allée leading from the parking lot to the building entrance. The entrance could also be approached from several other walkways in the parking lot. All walkways would be ramped up to the entrance level and would be accessible to the handicapped. Ms. Goldstein noted that the parking lot was slightly lower than the entrance road so that the view would be into the tops of the cars rather than into their bumpers. In exiting the parking lot, double rows of trees would yield to a more natural grouping of deciduous and evergreen trees as the road approached the existing forest.

The Chairman commended Ms. Goldstein for her well-thought-out landscape plan and said he had only one thing he wished she would look at. He noted that the long curve of the approach to the parking lot resembled an airfoil in plan until it became orthogonal at the exit, and he wondered if the curve could not be completed. Ms. Goldstein said the exit had been more curved originally, but they had been asked to preserve a stream in the area and so it had to change shape. Mr. Hellmuth observed that the plant material could be cut back to suggest a curved shape, and it was agreed that would be worth trying; it was noted that the shape of the road would be visible from the observation tower and from the air, if not from the ground.

Paul Marantz was then introduced to discuss lighting. He talked first about the artifacts, commenting that although they were expected to be exposed to extremely bright light throughout their useful life, many were actually made of materials that were very sensitive to light--fabric, leather,

and other organic materials. And so, the hangar space was really no different from an art gallery and had the same light-level requirements. He noted the difficulty for the visitor of adapting to subdued museum light after coming in from the outside, and said clerestory windows glazed with photovoltaic glass would be used in the entrance link to make the transition easier. The photovoltaic glass would also contribute some electric power.

In the hangar itself, natural light would also be introduced through clerestory windows. Directly below the windows would be a horizontal shelf which would reflect the light up onto the vaulted ceiling. Floodlights would be mounted in this area for further ceiling illumination, to simulate the sky, and on the floor, industrial-type light trees, appropriate to the hangar imagery, would be used to light the aircraft from underneath. Natural light would also enter through glazed areas on the end walls, following the curve of the truss; the greater part of these walls would consist of great hangar doors to permit the introduction of aircraft. Mr. Marantz said there would be no overhead light fixtures and so no maintenance, nor would there be any skylights to cause leaks.

Turning to exterior lighting, Mr. Marantz said the building would not be floodlit, although some light would come from the clerestory windows and those on the end walls. There would also be some uplighting on the tower, although he noted that it would be concealed from the main airport. The Chairman asked about the use of the tower, and Mr. Hellmuth said it would have two levels devoted to exhibitions having to do with air traffic control.

Mr. Brown asked about eating facilities, and Mr. Hellmuth said there would be three, two devoted to snacks and food-court type meals, and the third a more formal restaurant on the roof of the circular large-format theatre. The walls of this restaurant would be almost entirely glazed, imparting the feel of an observation tower, and would offer views of departing and arriving aircraft.

Mr. Hellmuth then discussed the restoration facility, noting glass-enclosed mezzanines where visitors could watch the restoration process. This building would also contain archives and study collections.

Lastly, Mr. Hellmuth talked about the materials that had been selected. For the public areas, light metallic grey metal panels and light blue-green glass would be the primary materials, in addition to the photovoltaic glass for the clerestory in the link section; he showed samples of each material. For the restoration facility, a corrugated medium

grey painted metal would be used. The covering for the hangar trusses would be a fabric frequently used for airport structures called "hyplon", in a light grey; the hangar doors would be a dark grey corrugated metal. Signage would be consistent with that used in the main terminal.

There were no more questions for Mr. Hellmuth, and the final design was unanimously approved. Exhibit C

D. General Services Administration

CFA 19/FEB/98-4, E. Barrett Prettyman Federal Courthouse, 333 Constitution Avenue, N.W. New annex building and renovation of existing structure. Alternative studies. Postponed at the request of the applicant.

E. John F. Kennedy Center for the Performing Arts

CFA 19/FEB/98-5, Roof terrace safety railing and interpretative graphics. Design. The Assistant Secretary noted that the Commission had visited the Kennedy Center on their pre-meeting tour and had seen a mock-up of the railing installation. He introduced James Kirkman from the Kennedy Center to begin the presentation.

Mr. Kirkman thanked the members for coming to the Center during their pre-meeting tour. He said the railing was in response to a concern for the safety of patrons and visitors, particularly children, and had been designed with the idea of keeping the basic planting scheme developed by architect Edward Durrell Stone for the perimeter of both the roof and river terraces. He said the Center was also involved with a major effort to improve visitor amenities, including an interpretative program, and the graphics associated with that program would first be shown on the roof terrace, incorporated into the railing system. Mr. Kirkman then introduced architect Tom Green from BTA Associates.

Mr. Green said that as the members had all seen the mock-up, he would be brief in his presentation. He said that when the Kennedy Center was designed, the codes did not prohibit the use of only a planting bed to define the perimeter of the terraces, and there had been no problems, but the situation had become quite precarious when the terraces were reconstructed with new waterproofing and granite paving and the level was raised 6-7 inches. At that time it was requested that a railing be provided to meet current regulations, and that it be harmonious with Mr. Stone's design. He showed a computer-enhanced rendering of the railing and the planting bed behind it, noting that the railing would be similar in color to the Kennedy Center

columns. He commented also that the existing planting was new, and the rendering showed it with another year's growth.

Mr. Green then introduced Joe Mayer from ESI to discuss the educational and informative panels that would be attached to the railing at certain points. These would fall into three different categories: Some would identify locations around the country where the Kennedy Center was providing support for the performing arts and sponsoring performances; others would focus on John F. Kennedy, his legacy and his support for the arts; the third would point out Washington landmarks that could be seen from the terraces. He showed an example and said they would be porcelain enamel on steel and would be very durable. They would be placed below the top rail, quite low, and probably centered between the supports. He recalled that the Commission had preferred that placement during the site inspection.

The Chairman asked what the spacing would be. Mr. Mayer said they were thinking of a total of forty panels, fifteen on each side and five at each end, probably in groups of five; he said they would be concentrated near the exits onto the terrace. The Chairman was concerned about the palette--bright reds and blues and chocolate brown. Mr. Mayer said the brown would actually be a bronze color, closer to the railing color, and this color would be used in the new signage program also.

Ms. Malino was concerned about the horizontal rails and thought they would be used like a ladder by small children. Mr. Mayer said that had been discussed, but it was thought that because of the shape, with the top rail projecting out from the others, climbing would be very difficult. He said another consideration had been to use a cable, which would be even more difficult. The Chairman said he rather liked the cable idea because it was like a ship's deck, and the terraces were really like decks looking out over the water.

Mrs. Rafshoon had a question about the graphics on the panels. She was concerned that the detail of the images and the size of the text might be too small for the eye to adjust to, after focusing on the vast space of the terraces and the distant views. Mr. Mayer agreed and said that especially now that the panels would be placed lower than originally planned, some adjustment in lettering size and simplification of images was needed.

There were no more comments, and the railing and panels were approved, although Mr. Mayer was asked to come back with the final design for the panels, and their placement.

Exhibit D

F. General Services Administration/Federal Protective Services

1. CFA 19/FEB/98-6, Exterior security camera installation for eight federal buildings in the Federal Core. Proposal. The Assistant Secretary recalled that the Chairman had commented previously on the extremely small security cameras seen in Japan, and after some effort to track down information on these devices, he said he had located an expert, Mr. Ralph Ward, who would speak to the Commission after the GSA presentation. Mr. Carson then introduced Jack Finberg from GSA.

Mr. Finberg provided a bit of background information on the project, saying that GSA provided buildings for just about all the members of the Cabinet, except the secretary of the treasury, who had his own facility. They also provided headquarters facilities for emergency operations for FEMA and the FAA, and for law enforcement agencies such as the FBI, ATF, and Customs. He said that after the Oklahoma bombing, GSA was requested to do a vulnerability analysis of federal buildings all over the country, and on the basis of this analysis had purchased cameras for all installations identified by the Department of Justice. Installation was then delayed for awhile because of funding, which gave GSA the time to retain architects who could study the situation and come up with a sensitive approach to placing the cameras. He introduced Lou Berman, project manager, who in turn introduced architect Ed Sonnenschein.

Mr. Sonnenschein said his charge had been to provide camera security surveillance for eight buildings on the National Register; five were in the Federal Triangle, and the other three were the federal courthouse, the Winder Building, and the Potomac Annex Building No. 1. He said they had worked with the Federal Protective Service to find the best locations for each camera, and then visited the sites to determine the exact placement, so that there would be minimal interference from trees, light poles, signs, etc. He said the cameras would be installed on a fluted, 16-foot pole, not unlike the standard Washington street light pole, painted a bronze color. The camera, a pan-tilt type with 350 degree coverage, would be contained in a tinted plexiglas globe. He commented that placing the poles in the Federal Triangle area was relatively easy because of the large trees and ground cover which aided in the concealment of both poles and conduit. He showed photographs of mock-up installations and noted that all installations would be completely reversible; they would respond to the current need but could be changed when technology made available smaller and better security devices. In answer to the Chairman's question, he said that for

historic preservation and aesthetic purposes, he would avoid attaching cameras directly to buildings.

Ms. Malino asked if it would not be easy for someone to disable the cameras; Mr. Sonnenschein said the height of the pole and its close proximity to the building would be a deterrent to that. The Chairman asked what the rationale for the camera surveillance was--would it provide a warning or a record? Harry Hopkins, a security expert from GSA, answered by saying the cameras were used mainly as deterrents, but if something did happen, there would be a record of it. He said the system was similar to those used by banks and other businesses. Mrs. Brody asked where the cameras had been installed; Mr. Hopkins said they could be seen at the Interior Department, and the Assistant Secretary said the FBI had installed a Victorian pole with a large bubble globe to house the camera. He said the Holocaust Museum had several pole-mounted cameras and others mounted on the building. Ms. Malino suggested that in some cases, to maintain symmetry at entrances for example, it might be a good idea to install two poles, even if only one had a camera. Mr. Sonnenschein said that had been done at the Ariel Rios and Ronald Reagan buildings, although in those cases operational cameras had been installed on both poles.

Action on this submission was deferred until the Commission could hear the next presentation.

2. CFA 19/FEB/98-7, New developments in security cameras. Invited presentation: Ralph V. Ward, LTD. Information. The Assistant Secretary said Mr. Ward had spoken previously to the interagency group working on the Mall Streetscape Manual and had been recommended by the security engineer for the Smithsonian. He asked Mr. Ward to tell the Commission something about the purpose of camera surveillance and about the new cameras available.

Mr. Ward said camera surveillance had been very effective in reducing crime, sometimes by as much as eighty per cent. Monitors could see what was going on and describe to police the number of people involved, their clothing, which way the perpetrators went, etc. He said he would like to see the design of monitoring the public streets go to a network system so that it would be made available to law enforcement agencies in the area as well as building guards.

Mr. Ward said some problems remained in camera surveillance; among them were wiring, and how it could be done inconspicuously; how many cameras one monitor could handle, and how much training was necessary for monitors. He talked about fixed lens and zoom lens cameras and the advantages and disadvantages of each. Mr. Carson recalled that in a previous

presentation Mr. Ward had shown cameras that would fit in the palm of a hand and were bulletproof. They did not require heating and cooling elements for temperature extremes as the larger cameras did. He noted that GSA had a considerable number of the large cameras on hand, and that perhaps they could be used in federal buildings in areas not as sensitive as the National Capital.

Jack Finberg from GSA asked to reply. He said that technology was changing at such a rapid pace it was impossible to keep up with it; at some point a decision had to be made. When the security threat became acute, GSA bought the most up-to-date cameras and now they would like to get them installed rather than wait and see if other regions could use them. He said they could be installed in a week. He said he would accept approval on a temporary basis if that was the Commission's wish, but the security threat was real, and there was no money at present for new cameras.

Mr. Ward said the cost of the cameras was really quite low--under \$500 for a high-resolution camera with lens, but Mr. Williams from GSA said the biggest cost would be the installation--especially drilling through walls of historic buildings where there were no joints--and they did not want to add the cost of new cameras to that. The Chairman said that one thing that could minimize the intrusive aspect of the pole installation would be if the poles resembled light fixtures and so were acceptable in the public mind; he referred specifically to the FBI pole and its top which curved over and supported a globe-shaped container for the camera. He thought these would be acceptable until the small cameras could be purchased and perhaps attached directly to the buildings. Mr. Carson said another possibility was to attach them to the street lights. Mr. Ward said this installation would have the advantage of putting the light behind the camera and directly on the area being photographed.

The Chairman asked that the staff go around to the various locations with a GSA representative to make sure there were no problems, especially in places where symmetrical installations were called for. He also thought the curved pole, similar to what was used at the FBI Building, should be specified. In regard to the installations at the smaller buildings, such as the Winder Building, he thought it would be best to keep the poles away from the building so they read as part of the street furniture. Mrs. Free thought that in these cases, if a real problem arose, the Commission could ask GSA to use another camera. The Chairman said the Commission would certainly be willing to look at problem locations on a case-by-case basis.

There was no further discussion, and the camera installation was approved on a temporary basis, with the comments made. Exhibit E

G. District of Columbia Department of Consumer and Regulatory Affairs

1. Old Georgetown Act

Appendix I. The Appendix was approved without objection.

2. Shipstead-Luce Act

Appendix II. The Appendix was approved without objection.

The meeting was adjourned at 1:56 p.m.

Signed,

A handwritten signature in blue ink, appearing to read "Charles H. Atherton", written in a cursive style.

Charles H. Atherton
Secretary

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

THE PENSION BUILDING
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WASHINGTON, D.C. 20001-2728

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EXHIBIT A

25 February 1998

Dear Mr. Metzler:

It was a pleasure seeing you at Arlington National Cemetery on 19 February, the day of our Commission meeting. The tour provided the necessary background for us to consider the Master Plan scheduled for review later that morning. With one reservation, it was unanimously approved.

The concern centers around "public management". That is, how do you ensure all visitors to Arlington will experience Memorial Drive? The vista between the Lincoln Memorial and Arlington House is not only beautiful, it represents the most poignant expression of the Civil War the city has to offer. As it is, the Master Plan requires vehicular traffic to enter the cemetery by way of the "side door" off Virginia Route 110. The need to relieve the Drive of this traffic is understandable. However, there should be some mechanism that would filter visitors from their cars and buses back onto Memorial Drive. It would be a shame to miss this wonderful reference point and symbol of national identity.

Two smaller issues arose during the tour that may be easily resolved. The members were impressed by the Kress Cox design for the new maintenance facility. Unfortunately, mechanical equipment blocks one of the visual slots between the four pavilions. Since you will be enlarging the facility and adding a masonry wall along the property line anyway, perhaps relocating the mechanical equipment to a less conspicuous spot might be made a part of the new work. Of course, there may be a compelling reason for it to remain in its current location. If so, would there be a way of screening it or graying out the reflective finish?

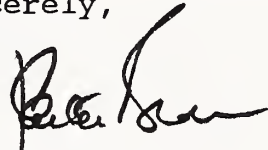
Secondly, the grout in the new low wall flanking the McClellan Gate came out startlingly white. It should be treated so as to more nearly match the grout in the similar walls at the perimeter, either by adding a slurry or otherwise toning it down.

Mr. Metzler
Page 2

Finally, we will want to keep our eye on Section 29, most especially that heavily wooded ravine under consideration for future interment sites. The preservation of the sylvan character of the wood, second growth though it may be, is essential to Arlington Cemetery and the Lee Mansion.

As always, the staff is available as individual projects develop.

Sincerely,

A handwritten signature in dark ink, appearing to read "J. Carter Brown", with a stylized, flowing script.

J. Carter Brown
Chairman

Mr. John Metzler, Jr.
Superintendent
Arlington National Cemetery
Arlington, Virginia 22211-5003

cc: Mr. Stanley N. Block, P.E.
Chief, Design Management Branch
Army Corps of Engineers

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EXHIBIT B

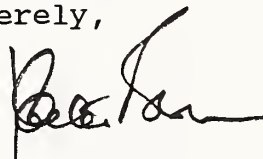
25 February 1998

Dear Mr. McGhee:

During its meeting 19 February 1998, the Commission reviewed and approved the General Plan for Bolling Air Force Base. There were no objections to the document, as it serves to provide guidelines and direction for the future development of the Base. However, the members were concerned that little attention was directed toward the future of the waterfront, the most visible aspect of the Base. This is a significant landscape issue. We recommend more attention be given to it, even at this early stage of the General Plan. In terms of individual projects, the Commission looks forward to their review, on a case by case basis, as each is developed.

Please feel free to contact the staff should any questions arise.

Sincerely,



J. Carter Brown
Chairman

Mr. Ronnie McGhee, AIA
Chief of Engineering and Technical Design
Department of the Air Force
11th Wing
370 Brookley Avenue, Suite 118
Bolling AFB, D.C. 20332-0402

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EXHIBIT C

25 February 1998

Dear Mr. Rombach:

During its meeting 19 February 1998, the Commission reviewed and approved the final design for the proposed National Air and Space Museum extension at Dulles Airport. In addition, the landscape plan was well received. The quality of the landscaping will provide an excellent transition between the natural forest on the site and the built environment of the museum. At the same time, the geometry and character of the landscape goes hand in hand with the massing and abstract lines of the building.

The Commission was pleased with the approach to the lighting of the museum and the material samples shown.

We look forward to welcoming this exciting addition to the Smithsonian collection of museums.

Sincerely,



J. Carter Brown
Chairman

Mr. Harry Rombach, R.A.
Assistant Director for Facilities Planning
Smithsonian Institution
955 L'Enfant Plaza, S.W., Suite 3230
Washington, D.C. 20024

cc: William Hellmuth, HOK

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EXHIBIT D

25 February 1998



Dear Mr. Wilker:

The Commission was pleased to meet with you 19 February during our site inspection of the mock-up for the safety railing proposed for the roof terrace at the Kennedy Center. In concept, the design, along with the proposal for graphics, is approved. There were a few concerns raised during the scheduled meeting that no doubt will be resolved with the final submission.

The consultants are to be commended for providing a railing profile that not only reduces the visual impact from public space, but allows for horizontal intermediate rails, rather than vertical pickets which tend to resemble bicycle racks. Were the rails to consist of cables instead of bars, the nautical effect would be even more pronounced. A question remains as to the exact manner of attachment. The safety issue is probably the responsibility of the Center.

A more pressing design issue is that of the proposed interpretive panels. The consensus was to place the panels in groups, individually centered between the supports for the new railing. As presented, however, the amount of visual information and text per panel is a bit overwhelming, if they are to be placed low, which we concur is a good idea. Simplifying the visual message, increasing the lettering size of the text, and selecting an appropriate color palette will be essential to the success of the program.

The next submission should contain a final design for these panels and their placement, along with the specific subjects to be represented. Although 40 panels are considered possible by the consultants, the number, absent the list, seems somewhat arbitrary.

Mr. Wilker
Page 2

As always, the staff is available should questions arise.

Sincerely,

A handwritten signature in dark ink, appearing to read "J. Carter Brown". The signature is fluid and cursive, with a large initial "J" and a stylized "C".

J. Carter Brown
Chairman

Mr. Larry Wilker, President
The John F. Kennedy Center for the Performing Arts
Washington, D.C. 20566-0001

cc: Mr. James Kirkman
Project Executive - Kennedy Center

THE COMMISSION OF FINE ARTS

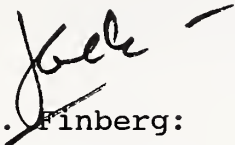
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EXHIBIT E

25 February 1998


Dear Mr. Finberg:

The Commission was pleased to see you during its meeting of 19 February to discuss the pressing issue of security cameras for public buildings in the Federal Core. This is a difficult problem with no easy way out.

As expressed by the Federal Protective Services representative, the technology is rapidly changing. Currently available, at half the cost of the older models, are miniature surveillance cameras capable of doing at least as good a job as the larger format cameras that require both heating and cooling elements. Unfortunately, we understand GSA/FPS has a large inventory of the existing older cameras with their attendant bubble housings, a restricted budget, and a tight schedule for installation. Under those conditions, the Commission reluctantly approves the cameras and their placement on a temporary basis only, using pole supports with curved tops, evocative of lighting fixtures, as in the ones currently deployed along the sides of the FBI building.

"Temporary" is relative, of course, so it would be helpful to provide a time frame. Presumably, the devices have a general life span. Perhaps three years from installation would be a reasonable limit, thereby reopening the issue for review at that time.

We have asked a member of our staff to look at all the specific proposed locations on site so as to be able to assure us as to their visual impact, and respect for any issues, such as symmetry, to which we recognize you and your consultants have already been sensitive.

There is one added restriction. Camera installations are more difficult to implement in some locations than others because of the aesthetic and historic nature of certain federal buildings. The early 19th century Winder Building comes to mind. In this instance, the staff has been instructed to work with you, and any other interested parties, to review on site the proposed locations for these cameras. It may be that the installation would have too great an adverse impact on the historic structure and, as such, require a more sophisticated surveillance approach.

Mr. Finberg
Page 2

This is a task that deserves careful attention to detail. The Commission is available to work out a more equitable and long term solution when the program permits.

Sincerely,

A handwritten signature in dark ink, appearing to read "J. Carter Brown", written in a cursive style.

J. Carter Brown
Chairman

Mr. Jack Finberg
Acting Deputy Director
Portfolio Managements Division
GSA - National Capital Region
Washington, D.C. 20407

